



Australian Government

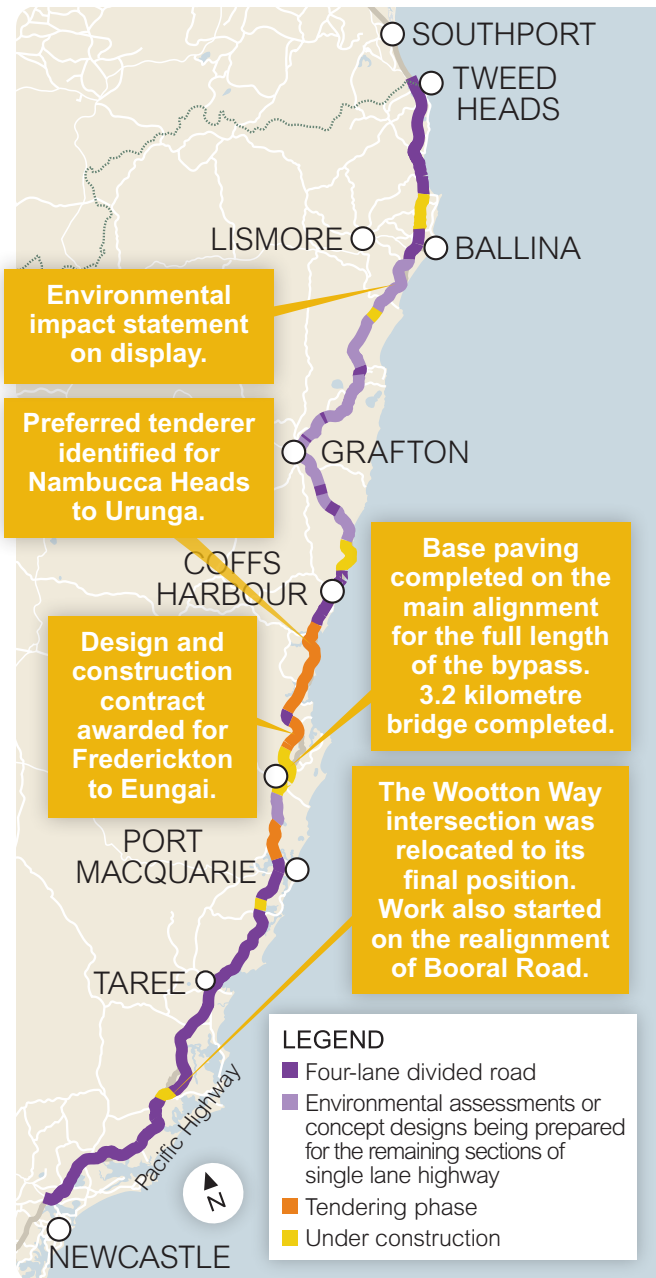
Nation Building Program



Transport
Roads & Maritime
Services

Pacific Highway upgrade

Monthly achievement report **December 2012**



Pacific Highway upgrade

This report will provide you with information about Pacific Highway upgrade projects, including the current status and key activities carried out on construction projects.

As at 31 December 2012, 346 kilometres of four-lane divided road have been completed, about 73 kilometres are under construction, and about 105 kilometres have received planning approval and are being prepared for construction.

Planning is also being progressed on the remaining single-lane divided road sections of the highway.

About 52 per cent of the final highway length of 664 kilometres is now four-lane divided road.



73 km of highway under construction December 2012.



1345 construction workers on site.



For overall upgrading strategy refer to the second last page.

Under construction



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Contractors: Baulderstone Pty Ltd

Form of contract: Construction contract

Workers on site: 173

Pieces of large plant: 70

Start date of major construction:
August 2010

Expected completion date:
First half of 2013 (weather permitting)

Project value: \$315 million

Australian Government contribution:
\$303.6 million **

NSW State Government contribution:
\$11.4 million **

** Contribution amounts may vary from year to year.



Batter stabilisation work on the eastern side of the main cutting north of Bombah Point Road

Bulahdelah upgrade

Background

The Bulahdelah upgrade was approved by the NSW Minister for Planning on 9 July 2007.

The project is jointly funded by the Australian and NSW governments.

It involves the construction of about 8.5 kilometres of four-lane divided road with an eastern bypass of the Bulahdelah township.

The Bulahdelah bypass has continued to experience significant wet weather delays in the last six months. It is now expected that a partial opening of the bypass will be in place by Easter 2013 to provide relief during this peak holiday travel period.

Key construction activities during December 2012

About four days were lost due to wet weather during this time. 

- Pavement works continued on the main highway alignment around the northern interchange.
- Asphaltting work continued on the decks for the southern floodplain and Myall River bridges.
- Drainage work continued, including the installation of drainage rock on the main highway alignment.
- The Wootton Way intersection was relocated to what will be its final position.
- Shotcreting work was carried out north of Bombah Point Road.
- Work started on the realignment of Booral Road.

Bulahdelah upgrade under construction



Batter stabilisation work on the western side of the main cutting north of Bombah Point Road



Subsurface drainage works, north of Bombah Point Road



Traffic being switched at the southern interchange



View of the main cutting north of Bombah Point Road, looking south from Mountain Park bridge



Concrete paving work under way through the centre section of the bypass

Under construction



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Contractors: BMD Constructions Pty Ltd

Form of contract: Construction contract

Workers on site: 71

Pieces of large plant: 35

Start date of major construction:
March 2011

Expected completion date:
Second half of 2013 (weather permitting)

Project value: \$60 million

Australian Government contribution:
\$53 million **

NSW State Government contribution:
\$7 million **

** Contribution amounts may vary from year to year.



Pouring the deck for the
Heron Creek floodway bridge

Heron Creek to Stills Road upgrade

Background

The Herons Creek to Stills Road upgrade was approved to proceed on 5 October 2007 by the then Roads and Traffic Authority.

The project is jointly funded by the Australian and NSW governments.

It will upgrade 3.5 kilometres of highway between Herons Creek and Stills Road.

Key construction activities during December 2012

About one day was lost due to wet weather during this time. 

- Earthworks continued north and south of Bago Road.
- Construction continued on the Herons Creek floodway, Herons Creek bridge and Bago Road interchange.
- Foundation treatments and stabilisation works continued across the project.
- Construction continued on stormwater drainage and clean water drains throughout the project.

Incident investigation – site contamination

Roads and Maritime Services (RMS) has remediated a suspected contamination area on the project which affected the health of a number of workers. This contamination area is where, in December 1980, a truck carrying a mixed load including radioactive waste, pesticide, food additives and other waste crashed on the Pacific Highway.

Results from the testing of two external sites and a roadside area near the Herons Creek School where fill from the site was used have confirmed this material has not been impacted by the former burial pit at the roadworks site and no further assessment, remediation or management is required.

The remediation of the cutting on the worksite where the contamination was found is complete. Interim advice from the third party auditor supports the findings the site has been successfully remediated.

The Pacific Highway website was updated in September 2012 to include copies of reports previously prepared by independent specialists. These and other detailed reports about the outcomes of these investigations to date are available on the project website (see address at the bottom of this page).

The final independent report from Mr Brian Gilligan is expected shortly.

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the Pacific Highway office on 1800 653 092

Herons Creek to Stills Road upgrade under construction



Looking south at chip seal being placed on the new northbound carriageway



Pavement work under way for base bridging layer



Looking north at construction work under way on Banks Road



Foundation for the northern tie-in



Working on the deck for the Bago Road interchange

Under construction



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Contractors: RMS has formed an alliance with Leighton Contractors, AECOM and Coffey Geotechnics to build the Kempsey bypass.

The bridge over the Macleay River is being built by Abigroup Contractors under a separate design and construct contract.

Form of contract: Alliance and design and construct contract

Workers on site: 422

Pieces of large plant: 118

Start date of major construction:
June 2010

Expected completion date:
March 2013 (weather permitting)

Project value: \$618 million

Australian Government contribution:
Fully federally funded
(Building Australia Fund) \$618 million



Looking north from south interchange overbridge – traffic switch in action

Kempsey bypass

Background

The Kempsey bypass was approved by the NSW Minister for Planning on 10 July 2008.

As part of the Building Australia Fund, the Australian Government is providing \$618 million for construction of the bypass. The 14.5 kilometre project is part of the larger Kempsey to Eungai upgrade, which extends from the existing four lane divided road south of Kempsey to the existing four-lane divided road at Eungai Rail.

The bridge over the Macleay River and floodplain will be 3.2 kilometres long, making it the longest bridge in Australia.

Key construction activities during December 2012

About four days were lost due to wet weather during this time. 

- Base paving completed on the main alignment for the full length of the project.
- Superstructure and asphalt paving completed for the wearing surface for the Macleay River and floodplain bridge.
- Drainage installation completed at the southern interchange.
- Asphalt paving continued on the ramps for the southern interchange.
- Finishing works continued south of Crescent Head Road, including guardrail installation and median treatments.
- Work continued on the Frederickton boat ramp, with the installation of precast panels for the ramp completed and work on the car park under way.
- Removal of the southern rock platform from the Macleay River neared completion.

Kempsey bypass under construction



North extension looking south east



Construction of Frederickton boat ramp



Paving work under way next to Macleay River bridge



Stone mastic asphalt trial
near the southern interchange



South Kempsey interchange
north bound off ramp looking south



Contractors:

Leighton Fulton Hogan Joint Venture

Form of contract:

Design and construct contract

Workers on site: 314

Pieces of large plant: 270

Start date of major construction:

August 2010

Expected completion date:

2014 (weather permitting)

Project value: \$850 million *

Australian Government contribution:

\$632 million **

NSW State Government contribution:

\$73 million **

* Increased due to variations in scope and settlement of project claims.

** Contribution amounts to be adjusted for increased cost.



Newmans Road underpass now open to traffic

Sapphire to Woolgoolga upgrade

Background

The NSW Minister for Planning approved the Sapphire to Woolgoolga upgrade on 13 January 2009. The project is jointly funded by the Australian and NSW governments.

It will provide a four-lane divided highway extending about 25 kilometres from Campbell Close (at Sapphire) to Arrawarra Beach Road (at Arrawarra).

Key construction activities during December 2012

About three days were lost due to wet weather during this time. 

- Concrete paving continued.
- Construction continued on service roads between Hoys and Bucca roads and next to the Diamond Head Drive overbridge at Sandy Beach.
- Construction continued on the Hearn's Lake Road roundabout.
- Controlled blasting continued about two kilometres northwest of Woolgoolga.
- Bridge work, pavement construction and retaining wall construction continued.
- Public utility relocations continued.
- Bulk earthworks and drainage work continued across the project.
- Meetings continued with residents to discuss property adjustments including fencing and access arrangements.

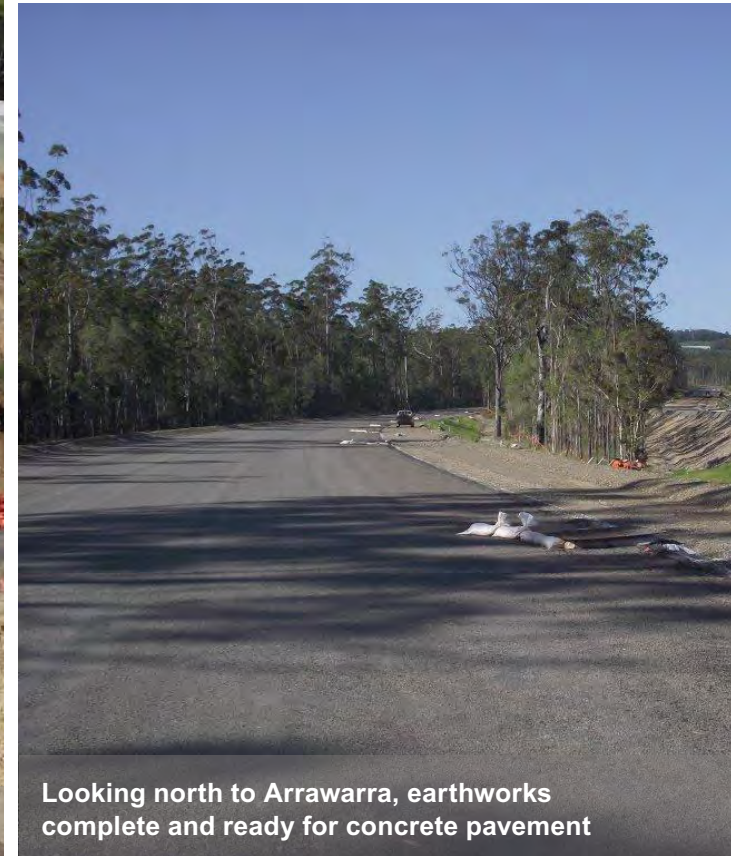
Sapphire to Woolgoolga upgrade under construction



Looking south to Newmans Road, work continues on the construction of the Poundyard Creek bridge



Earthworks continuing looking north from Bark Hut Road



Looking north to Arrawarra, earthworks complete and ready for concrete pavement

Under construction



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Contractors: John Holland

Form of contract: Construct only contract

Workers on site: 90

Pieces of large plant: 45

Start date of major construction:
December 2011

Expected completion date:
Second half of 2013 (weather permitting)

Project value: \$77 million

Australian Government contribution:
\$62 million **

NSW State Government contribution:
\$15 million **

** Contribution amounts may vary from year to year.



View from the top of a cutting
at the northern end of the project,
looking south over the floodplain

Devils Pulpit upgrade

Background

The Devils Pulpit upgrade was approved by the NSW Minister for Planning on 1 February 2011. The project is jointly funded by the Australian and NSW governments.

It includes the upgrading of about seven kilometres of highway between Grafton and Ballina.

It forms part of the larger Woolgoolga to Ballina project.

Key construction activities during December 2012

About nine days were lost due to wet weather during this time. 

- Bulk earthworks 95 per cent completed.
- Fencing work 97 per cent completed.
- Work on two bridges at Tabbimoble neared completion except for walls and approach slabs.
- Select and sub-base pavement material placement continued.
- Stormwater pipe installation continued and open drain construction neared completion.
- Bridging rock completed for foundation work in areas of fill.
- Cutting foundations being stabilised.
- Sedimentation and erosion control measures established and being adjusted.
- Sedimentation basin construction continued with several permanent basins completed including topsoiling and hydromulching.
- Work under way on building the batch plant on site.

Devils Pulpit upgrade under construction



Lime stabiliser carrying out stabilising work



Stabilisation work at the southern end of the project



Earthworks under way in the middle section of the project area



Top of a culvert at the southern end of the project



Southern end of the project looking north

Under construction



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Contractors: Boulderstone Pty Ltd

Form of contract: Design and construct

Workers on site: 245

Pieces of large plant: 200

Start date of major construction:
September 2012

Expected completion date:
Second half of 2014 (weather permitting)

Project value: \$862 million

Australian Government contribution:
\$566.1 million **

NSW State Government contribution:
\$295.9 million **

** Contribution amounts may vary from year to year.



Earthworks, looking south at Arundel Hill

Tintenbar to Ewingsdale upgrade

Background

The NSW Minister for Planning approved the project on 29 January 2010.

The Tintenbar to Ewingsdale upgrade is jointly funded by the Australian and NSW governments.

It will provide 17 kilometres of four-lane divided road from the northern end of the Ballina bypass at Ross Lane to the existing Ewingsdale interchange.

Key construction activities during December 2012

No days were lost to wet weather during this time. 

- Major clearing and earthworks continued.
- Excavation work under way at the southern entrance to the St Helena tunnel.
- Detailed design work continued.
- Bridge work continued at Emigrant, Minor and Byron creeks.
- Drainage construction work continued.
- Erosion and sedimentation control installation continued across the project.
- Local road upgrades under way at Ivy Lane and St Helena Road.

Tintenbar to Ewingsdale upgrade under construction



Controlled blast monitors being installed at St Helena Hill



Earthworks at the southern tunnel entrance



Pouring concrete layer for drainage culvert extension



Preconstruction projects

Priority two

(Port Macquarie to Raleigh)

The completion of the Pacific Highway upgrade has been divided into three key priorities. Priority one projects will be completed by the end of 2014. Priority two projects will complete four-lane divided road between Port Macquarie and Raleigh (south of Coffs Harbour). Progress is already being made on this section with the construction of the Kempsey bypass.

Following completion of the Kempsey bypass, there are 105 kilometres left to be upgraded to four-lane divided road, in order to complete Priority two. These projects are being prepared for major work to start. They include:

Oxley Highway to Kempsey upgrade

The NSW Minister for Planning and Infrastructure approved the Oxley Highway to Kempsey upgrade on 8 February 2012. It will provide about 37 kilometres of four-lane divided highway between the Oxley Highway at Port Macquarie and the Kempsey bypass.

Planning for the project is jointly funded by the Australian and NSW governments. The project will be built in two sections.

Oxley Highway to Kundabung

Activities under way in December 2012

- Geotechnical investigations and ground survey work continued.
- Land acquisitions continued.
- Work continued to finalise the concept design for the whole Oxley Highway to Kempsey project. The refined concept design was placed on display for public comment, with staffed displays held in Telegraph Point.
- Registrations of interest were invited for a design and construction contract for the Oxley Highway to Kundabung section.
- Additional information for the referral to the Department of Sustainability, Environment, Water, Population and Communities was submitted.
- Sancrox detailed design and neared completion following consultation with stakeholders.

Kundabung to Kempsey

Activities under way in December 2012

- Geotechnical investigations and ground survey work continued.
- Work progressed on preparation of detailed design and tender documentation.
- Work continued to finalise the concept design for the whole Oxley Highway to Kempsey project. The refined concept design was placed on display for public comment, with staffed displays held in Telegraph Point.
- Land acquisitions continued and meetings held with newly affected landholders.
- Additional information for the referral to the Department of Sustainability, Environment, Water, Population and Communities was submitted.



Preconstruction projects

Frederickton to Eungai

The NSW Minister for Planning approved the total Kempsey to Eungai upgrade in 2008.

The Frederickton to Eungai section is the second stage of this upgrade and will provide about 26 kilometres of four-lane divided road from the Kempsey bypass (now being built) to Eungai Rail.

Activities under way in December 2012

- A contract was awarded to a Thiess Macmahon joint venture for the design and construction of this section of the upgrade.
- Land acquisitions, utilities relocations and field investigations continued in preparation for the start of major work in 2013.
- Weather permitting, the project will open to traffic by the end of 2016.

Warrell Creek to Urunga

The NSW Minister for Planning approved the total Warrell Creek to Urunga upgrade in 2011. Planning for the project is jointly funded by the Australian and NSW governments.

The 42 kilometre project involves an upgrade of the existing highway from the existing Allgomera deviation, south of Warrell Creek, to the existing Waterfall Way interchange at Raleigh. The project will be built in two sections from Nambucca Heads to Urunga and from Warrell Creek to Nambucca Heads.

Warrell Creek to Nambucca Heads

(forms part of the larger Warrell Creek to Urunga project)

Activities under way in December 2012

- Preconstruction activities under way, including land acquisitions, survey, geotechnical and environmental work.
- Preparation of tender documents continued for a design and construction contract.
- Registrations of interest have been sought for the design and construction of the project.

Nambucca Heads to Urunga

(forms part of the larger Warrell Creek to Urunga project)

Activities under way in December 2012

- Abigroup Contractors was selected as the preferred tenderer for the design and construction of the upgrade.
- Land acquisitions continued.
- Utility relocations under way.
- Field investigations (including plant and animal, survey, water quality, environmental and Aboriginal heritage) continued.
- Weather permitting, the project will open to traffic by the end of 2016.

Preconstruction projects



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Priority three

(Woolgoolga to Ballina)

The completion of the Pacific Highway upgrade has been divided into three key priorities. Priority one projects will be completed by the end of 2014, weather permitting.

Priority two projects (to complete four-lane divided road between Port Macquarie and Raleigh) are currently being prepared for major work to start.

Priority three involves completing the remaining single-lane sections of the Pacific Highway between Woolgoolga and Ballina.



Meeting with the community

Woolgoolga to Ballina

Background

The Woolgoolga to Ballina project will upgrade about 155 kilometres of highway to four-lane divided road. It is made up of four previous planning projects:

- Woolgoolga to Wells Crossing.
- Wells Crossing to Iluka Road.
- Iluka Road to Woodburn.
- Woodburn to Ballina.

This project does not include the recently completed Glenugie upgrade or the Devils Pulpit upgrade (which is currently being built).

Activities under way in December 2012

- Environmental impact statement displayed for public comment.
- Bore hole drilling, test pits, excavator pits and seismic work continued, with geotechnical site investigations completed on the Devils Pulpit to Ballina section. This work will provide design input for cuttings, embankments, bridges, drainage structures, material sources and road surfaces.
- Survey investigations continued to gather data for design purposes.
- Land acquisitions continued.
- Placement of fill material continued between Pimlico and Teven roads.

Under construction



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Safety improvement works

Contractors:

RMS, Road and Fleet Services

Workers on site: 0

Pieces of large plant: 0

Start date of major construction:

November 2009

Expected completion date:

Mid 2014 weather permitting

Project value: \$55 million



General fill over the bridging layer next to the existing highway at Farlows Flat

Background

A program of safety improvements work has been developed as part of the Australian and NSW governments commitment to upgrade the Pacific Highway to mid 2014.

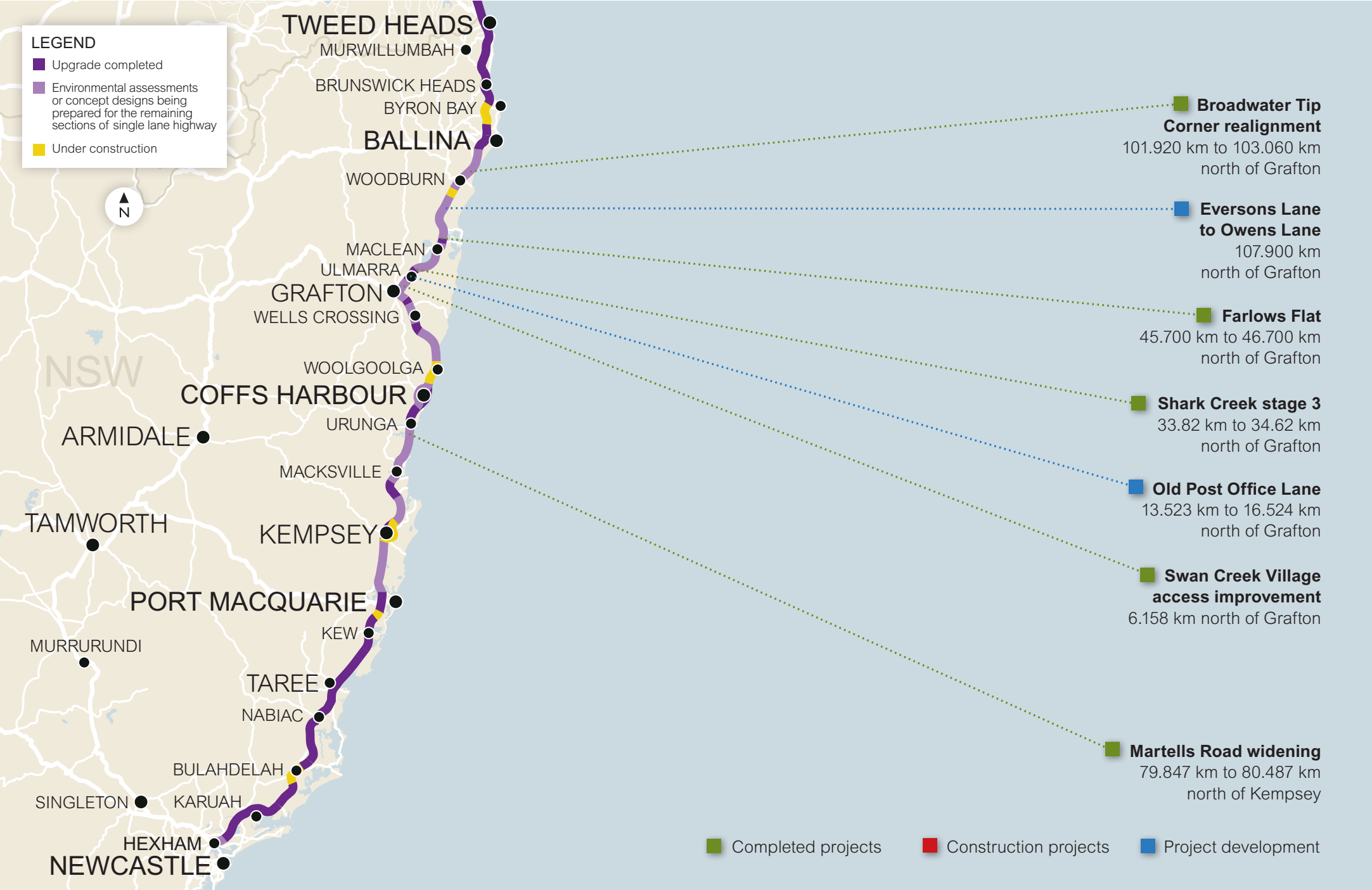
While most of the funding will be directed to upgrading the highway to a four-lane divided road, there is a need to address road safety and traffic issues on sections of the two-lane highway.

A package of smaller work is being delivered to keep these sections safe and serviceable until upgrades can be completed. This work is also aimed at reducing the delays caused by local and major flood events.

Key construction activities under way in December 2012

- Development work continued on improvements at Old Post Office Lane, near Ulmarra, including survey work and property acquisitions under way. Preliminary survey work started in December 2012.

Safety improvement works under construction





Environment

In December 2012, an environmental impact statement (EIS) was placed on display for the largest ever section of the Pacific Highway upgrade.

The Woolgoolga to Ballina upgrade is about 155 kilometres long and represents the last remaining length of single carriageway Pacific Highway for which planning approval is being sought.



Woolgoolga to Ballina

The Pacific Highway's biggest ever environmental assessment goes on public display

The EIS includes detailed information relating to noise, heritage, ecology, access, agriculture, socio-economic and flooding impacts associated with the proposed upgrade.

Detailed studies were required to prepare the report, which is over 8,000 pages long and covers a diverse and extensive study area that includes both regional centres and rural communities.

As part of the EIS display, the project team provided a range of opportunities for the public to view the EIS, ask questions, and make comment.

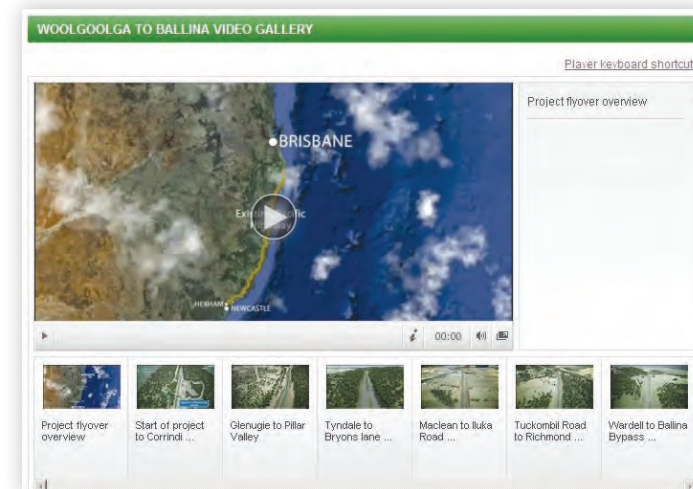
Before major construction can start on the Woolgoolga to Ballina project, the proposed upgrade must be assessed and considered for approval under the *NSW Environmental Planning and Assessment Act, 1979* (EP&A Act) and the *Commonwealth Environment Protection and Biodiversity Conservation Act, 1999* (EPBC Act).

The EIS describes the concept design for the upgrade and provides an assessment of potential environmental impacts and mitigation measures as a result of the construction and operation of the proposed upgrade.

The EIS also includes a detailed description of the construction work needed to build the proposed upgrade and how the highway would function once it is built.

Following the display period (which ends in February 2013), the Department of Planning and Infrastructure will provide RMS with a copy of all submissions and a summary of the issues raised by the community and government agencies.

RMS will then prepare a submissions report that will respond to these issues. This report will include any proposed changes to the Woolgoolga to Ballina upgrade in response to submissions received and the proposal will then be considered for approval by the Minister for Planning and Infrastructure.





Dual carriageway status

